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Established February, 1845.

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第二月七日六十八年一千一英

HONGKONG, FRIDAY, JULY 2, 1886.

日初六月廿四

PRICE, \$2 PER MONTH.

Intimations.

Business Notices.

Intimations.

NOTICE.

THE OFFICE of Messrs. REMEDIOS & Co. has been REMOVED to No. 6, First Floor, QUEEN'S ROAD CENTRAL, Hongkong, July 1, 1886. 1260

WANTED

A REPUTABLE STEADY YOUNG MAN to attend the Bar at the STAR HOTEL. Good Reference as to Character required.

J. COOK,
Star Hotel.

Hongkong, June 24, 1886. 1280

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that the General MEETING of the above Company will be held on THURSDAY, the 6th day of July proximo, at the OFFICE of the Company, No. 5, Stanley Street, Victoria, Hongkong, at 12 o'clock, Noon; Area: 164 acres. Crown Rent, \$48 per annum.

To be Sold subject to an existing lease expiring on the 28th February, 1887.

For further Particulars, apply to the Undersigned.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 13th July, 1886, at 3 p.m., at the Office of Messrs. DAVID SASSON, Sons & Co.,

FARM LOT No. 38, POFOONUM, With the BUILDINGS thereon, known as Messrs. SASSON'S BUNGALOW. Crown Lease for the unexpired portion of 75 years. Area: 164 acres. Crown Rent, \$48 per annum.

To be Sold subject to an existing lease expiring on the 28th February, 1887.

For further Particulars, apply to the Undersigned.

G. R. LAMBERT,
Auctioneer.

Hongkong, June 28, 1886. 1283

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLE. (Taking Cargo at through rates to all MEDITERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRA, and also to NEW YORK & BUENOS AIRES (MONTEVIDEO).

The Co.'s Steamship Manila will be despatched on or about the 13th July.

To be followed by the Steamer Manila on or about the 3rd August.

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewards.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, June 24, 1886. 1226

AUSTRO-HUNGARIAN LLOYD'S STREAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT AND ADRIATIC PORTS).

The Co.'s Steamship Elektra, Capt. G. RAGUNAT, will be despatched as above on THURSDAY, the 15th Instant, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agents of the Company, Praya Central.

O. BACHRACH, Agent.

Hongkong, July 1, 1886. 1271

Sailing Vessels.

FOR NEW YORK.

THE S.S. L.I.L. American Ship PRENDIE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, June 15, 1886. 1189

FOR SAN FRANCISCO.

THE S.S. L.I.L. American Ship ST. DAVID, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, June 2, 1886. 1080

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Northern, Captain RICHARDSON, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to JAPAN, unless notice to the contrary be given before Noon To-Day, the 20th Inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th Proximo, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, June 20, 1886. 1240

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship Celtic Monarch, Captain HILDECK, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed at the Kowloon Piers, and there stored in Godown at Consignee's risk and expense.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m. Today, the 24th Instant.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining after the 30th Instant will be subject to rent.

All Claims must reach us before 4 p.m. of the 4th Proximo, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongkong, June 24, 1886. 1229

FROM LONDON AND SINGAPORE.

THE S.S. Glenrae, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, are being landed at their risk into the Godown of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before Noon To-Day, the 24th Instant.

Cargo remaining undelivered after the 6th July will be subject to rent.

No Claims will be admitted after the Goods have left our Godown.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co.

Hongkong, June 24, 1886. 1241

GOVERNMENT CIVIL HOSPITAL.

WARDMASTER Required for FOUR MONTHS.

Particulars may be learned on application at the CIVIL HOSPITAL, from 10 a.m. to 12 noon every day until 8th instant.

Hongkong, July 1, 1886. 1273

NOTIFICATION.

TENDERS will be RECEIVED by the HARBOUR BOARD of MANILA, either at this Consulate or at the Office of the Board in Manila until Noon of FRIDAY, the 30th of July, 1886, for the SUPPLY of THREE HUNDRED THOUSAND GRANITE PAVING-STONES, in accordance with the terms of the following Specification.

A. MENCARINI,

Consul for Spain.

Spanish Consulate.

Hongkong, 1st July, 1886.

SPECIFICATION.

Specification for the SUPPLY to the HARBOUR BOARD of MANILA, of 300,000 GRANITE PAVING-STONES, either at Manila or Hongkong.

1. The Blocks shall be of hard sound granite of the best quality and free from veins, flaws, or discolourations. A fairly close-grained stone may be admitted, but extra close grain will be preferred.

2. The Blocks shall be uniformly one foot long, six inches wide and eight inches thick, English measure.

3. The Blocks shall be slightly radiated or wedge-shaped, with upper faces and sides rough-punched, straight and square in all dimensions so as to admit of their being neatly fitted together without any joints.

4. The Deliveries may be in two instalments. The first delivery shall be made by the last day of the current year 1886, and the remainder by the end of June 1887. The contractor may, however, if he prefers to do so, complete the contract in one delivery, or effect the delivery before the dates specified.

5. The Contractor may deliver the blocks either on board ship in Hongkong or in the harbour at Manila, and his tenders shall specify his price in either case.

6. If delivered at Hongkong, the Blocks will have to be passed by an Agent to be appointed for the purpose by the Spanish Consul, and if delivered in Manila by the Directing Engineer of the Harbour Works, either wholly or in part.

7. Payments by the Spanish Consul in Hongkong, or in Manila by the Harbour Board, shall be made to the Contractor upon such delivery corresponding to the values delivered.

8. Payments by the Spanish Consul in Hongkong, or in Manila by the Harbour Board, shall be made to the Contractor upon such delivery corresponding to the values delivered.

9. The tenders shall be sealed and will be considered private bidders as they are to submit such terms as they may deem fit, but the Harbour Board does not bind itself to accept the lowest or any tender.

10. The tenders shall be sealed and will be considered private bidders as they are to submit such terms as they may deem fit, but the Harbour Board does not bind itself to accept the lowest or any tender.

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32. The tenders shall be sealed and will be considered private bidders as they are to submit such terms as they may deem fit, but the Harbour Board does not bind itself to accept the lowest or any tender.

For Sale.

**MacEwen, FRICKEL & Co.,
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.**

HAVE FOR SALE
THE FOLLOWING
STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

Cutting Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MAKKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BRAWN.

—

A LARGE ASSORTMENT
of

COOKING AND PARLOUR
STOVES.

AGATE IRON WARE COOKING
UTENSILS.

WOFFLE IRONS.

CHARCOAL IRONS.

KEROSINE LAMPS.

NONPAREIL KEROSINE OIL.

—

WINES, &c.

SPEARLING SAUMUR, Pts. & Qts. @ \$11 and \$12.

CUP CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SACCOME'S SHERRY.

SACCOME'S INVALID PORT.

ROYAL GLENFIELE WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HERRING'S CHERRY CORDIAL.

ASSORTED LEQUEURS.

DRAUGHT, ALE and PORTER.

etc., etc., &c.

—

THE USUAL ASSORTMENT
of

OILMAN'S STORES,

at the

Lowest Possible Prices
FOR CASH.

MacEwen, FRICKEL & Co.

Hongkong, July 1, 1886. 1288

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
had at this Office.—Price, \$1 each.

CHINA MAIL Office.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debts contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ABNER CARTER, American barque, Capt.
B. C. Pendleton.—Order.

ALFRED WATTS, American ship, Capt. H.
A. Hyler.—Douglas Lapraik & Co.

ALICE, German barque, Capt. R. Alberts.
—Meldens & Co.

BAB J. H. BOWERS, Amer.-barque, Capt.
John A. Flinn.—Chinese.

BORVID, Norwegian barque, Captain C.
Henrikson.—Teng Sung Wo.

CATALINA, British barque, Captain A. R.
Pilkington.—Jardine, Matheson & Co.

CHARLES DUNN, American ship, Capt.
L. Allen.—Order.

COTZAS, American barque, Captain L. H.
Howes.—Arnold, Karberg & Co.

E. J. SPENCE, British barque, Captain J.
H. Gill.—Order.

G. C. TONEY, American barque, Captain
R. G. Delano.—Ed. Schellens & Co.

HENRY S. NAYDORF, American ship, Capt.
G. W. Pendleton.—Adamson, Bell & Co.

J. D. PITRE, American ship, Capt. G.
A. Lane.—Messagers Maritimes.

IMONIA, Austro-Hungarian ship, Capt.
G. Moresco.—Meldens & Co.

DAIS, American ship, Captain Dillon.—
Meldens & Co.

ROXTONPORT, British steamer, Capt. R.
Sanderson.—Adamson, Bell & Co.

SURZ, British steamer, Captain Dodd.—
Gibb, Livingston & Co.

WM. LA LAURENCE, British barque, Capt.
J. H. Welch.—Arnold, Karberg & Co.

To-day's Advertisements.

FOR SINGAPORE AND PENANG.

The British Steamship
Camorta
will be despatched for
the above Ports on or
about the 10th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 2, 1886. 1277

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Denbighshire
will be despatched for
the above Port on TUESDAY, the 6th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 2, 1886. 1276

To-day's Advertisements.

**CAMPBELL, MOORE & Co.,
LIMITED.**

INCORPORATED UNDER THE COMPANIES
ORDINANCES 1865 TO 1883 OF
HONGKONG.

CAPITAL, \$12,000.

Divided into 1,200 Shares of the value
of \$10 each. On each Share the
sum of \$5 shall be paid on ap-
pearance, and the balance of
\$5 on allment.

Directors:
Mr A. FUCKEYER, Mr. W. P. MOORE,
H. CAMPBELL, A. M. AGAR,
J. E. MCARTHUR, F. JAMESTEE.

Secretary:
Mr C. E. MILLER.

Bankers:
THE CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

Solicitor:
C. EWENS, Esq.

ABRIDGED PROSPECTUS.

THIS Company has been formed for the
purpose of PURCHASING the GOOD-
WILL STOCK-IN-TRADE &c. of Mr.
H. CAMPBELL'S HAIR DRESSING
SALOON and that of the HONGKONG
HAIR DRESSING SALOON, and to em-
brace the two places under the above
style or title. The Premises now occupied by
Mr. H. CAMPBELL will be given up, and the
BUSINESS of the Company will be carried on in
the Hongkong Hotel Buildings. The Shop
now occupied by the Hongkong HAIR
DRESSING SALOON to be used as a VARIETY
STORE for the Sale of Perfumery,
Toilet Articles and other Goods, and the
adjoining Shop (Facing Pedder's Street)
to be used as the HAIR DRESSING
SALOON. There will also be a LADIES'
ROOM connected with the establishment.
Negotiations have been entered into with
the Hon. Mr. HORN, Co., Limited, who
are willing to let the place to the Company
and to make such alterations as will fit the
place for the purposes of the Company. It
is further intended to connect Turkey Bath
with the establishment as soon as a suitable
building can be procured.

There are no agreements at present affecting
the Company, but it is the intention of
the Directors to enter into an agreement
with Mr. H. CAMPBELL as Manager of the
Business, and an agreement with the
HONGKONG HOTEL CO., LIMITED, for the
Lease of the Premises intended to be used
by the Company.

Out of the 1,200 Shares to be issued 800
have already been taken up, and the balance
will be offered to the Public. Applications
for Shares addressed to the SECRETARY and sent to
Mr. CAMPBELL, Bank Buildings, Hongkong, will be received up to the 10th
July, 1886. Forms of Application can be
had at Mr. CAMPBELL'S Shop, Bank Build-
ings, and the amount payable on Application
must be paid to the CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA at Hongkong.
If no allotment is made the deposit will be
returned within any deduction made by
with interest, and where the number of
Shares allotted is less than the number ap-
plied for the surplus will be credited in
reduction of the amount payable on allot-
ment and any excess returned.

Hongkong, July 2, 1886. 1275

To-day's Advertisements.

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA (DIRECT).

The Co.'s Steamship
Embrun, Capt. G. TAYLER, will be
despatched for the above
Ports TO-MORROW, the 3rd Instant, at 5
p.m., instead of as previously notified.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, July 2, 1886. 1274

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR PORT DARWIN, SIDNEY AND
MELBOURNE, &c.

The Steamship
Tivoli, Captain C. E. MILLER, will be
despatched as above on
MONDAY, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 2, 1886. 1275

SHIPPING.

ARRIVALS.

July 2, 1886.

Cosmo, British barque, 1,220, P. P.
Boucet, New York February 9, Oil.—
ROSSELL & Co.

Proteus, German steamer, 1,093, S. O.
Sorenson, Bangkok June 26, Rice.—
ROSSELL & Co.

Humpback, British steamer, 1,639, Ker-
ruish, Kure June 24, Coal and General.—
ROSSELL & Co.

Youngster, British steamer, from Whampoa.

Gladstone, British str., 1,053, D'Evilly,
Wahau via Chinkiang June 26, Rice.—
NIEMIEN & Co.

Fukien, British steamer, 990, H. W.
Hogg, Shanghai July 27, and Swatow July
1, General 10 boxes Treasures.—
JACKINSON & CO.

Proto, German steamer, 1,093, S. O.
Sorenson, Bangkok June 26, P. & Co.—
ROSSELL & Co.

Humpback, British steamer, 1,639, Ker-
ruish, Kure June 24, Coal and General.—
ROSSELL & Co.

Swallow, British steamer, 1,639, Ker-
ruish, Kure June 24, Coal and General.—
ROSSELL & Co.

Day before departure.—

July 2.—

Birman Wood, for Valparaiso.

Asiatic, for Haiphong.

Soriano, for Holloway and Pakhei.

Soriano, for Singapore and London.

Harrier, for Yokohama.

Roebuck, for Whampoa.

Roebuck, for Whampoa.

Carroll, for Manila.

THE CHINA MAIL

No. 7149.—JULY 2, 1886.

A case of alleged contravention of the opium ordinance which has been brought by the opium farmer against Chinn Atung, a large opium merchant, is being watched with great interest by the Parsee community. This afternoon when the case was commenced before Mr Mackay the small Police court-room was densely packed with Parsee merchants, who blocked up the door and were to be seen in groups outside eagerly discussing the case. It appears that the accused is a large buyer of opium from the Paoches and that the latter are afraid of their trade being curtailed should the opium farmer manage to make out a case against the accused. The charge is that of boiling some 50 or 60 teas of opium without a permit from the farmer. The accused says that he requires to boil a certain quantity in order to test the quality of the samples that are offered to him. Besides, however, some small quantities of opium in testing cups, about 50 teas were found in two large pots. This, the accused says, is the accumulation of two or three years' loss, but the prosecution believes, on the contrary, that it was prepared for smoking purposes and used as such by a large circle of customers. The opium farmer complains of being defrauded of a good deal of the revenue that should fall to him, by such a practice as that pursued by the Chinese opium dealer, while the Parsees are afraid that if the merchants are prevented from boiling small quantities of opium to test the quality, the trade will be seriously hampered. Mr Wilson of Messrs. Winton & Deacon appears for the prosecution, and Mr. Macdonald for the defence. The case will likely take several days to hear.

Answer the matter of the exchange, a gentleman connected with an Eastern Consulate asks the following pertinent question:

This question of the Government rate of exchange for the dollar and rupee has often been discussed, as it affects public servants in the East; very considerably, their salaries being nominally paid in sterling, but really in dollars, at 8s. 8d. to the dollar, that is, only being worth 8s. 4d. What we should like to know is who gets the 8s in every 23d which is, by this method, cut off the salaries of officials in the East?

Naval courts-martials are notorious for their undue severity, but if the account of the matter given by *Truth* be correct, the sentence just passed on John Tazier, carpenter of the *Comet*, is unprecedently harsh. Having obtained leave to visit his wife, who was lying dangerously ill at Devonport, he found it impossible to leave her side, and very naturally remained with her until her death, shortly after which he was apprehended, charged with desertion, and sentenced to four three years' seniority and to be dismissed his ship.

The Courts understand that the French are prepared to sell lots of things considerably cheaper to China than their commercial rivals; therefore, in fact, and ditto, possibly, it may be. We wonder if the floating dry dock, which, according to rumour, they are about to supply to Corea, will be of the same wonderful kind as the one built in Saigon a few years ago, which went to the bottom of the river the same day it was launched and has never seen daylight again since, except on the interesting occasion when it was blown up by dynamite. It only cost five million francs, if not more.

The Courier learns from the *Hoppe* that at the beginning of June a certain French military officer, accompanied by some French soldiers, entered the borders of Yunnan from Touking, and roamed about at his pleasure. When the Chinese Authorities asked for his pass-port, he failed to produce them, and when requested not to proceed any further, he paid no attention to the Chinese Officer, but crossed the Toung-ti Yamen, and the matter was communicated to the French Minister at Peking. His Excellency telegraphed to the French Officer to leave Yunnan at once, and reluctantly he obeyed, retracing his steps to Touking.

The Foreign Banks in Yokohama (says the *N.Y. Daily News*) appear to be quite as ready to take a holiday as they are in Shanghai, for it notices that, at the request of the Chinese Community, they were closed on the 14th instant; because it was the "Anniversary of the Chinese Religious Festival Quan Sing Tai Quan." The Banks were closed here and in Hongkong on the same date because it was White Monday; it is evident that in Yokohama the Chinese Religious Festivals are more considered than the Christian, while the contrary prevails in the more orthodox Model Settlement.

COMMENTING on the appointment of Canon Liddon to the Bishopric of Edinburgh, announced in an Australian telegram published in our issue of Wednesday, *Truth* says:—Canon Liddon is to be elected to the Bishopric of Edinburgh. This is really a fiscal proceeding. Dr Liddon might have been Bishop of Salisbury last summer had he been disposed to accept a bribe; and, after refusing so desirable an English see, can any rational being believe that he would be inclined to accept what Sydenham Smith would have termed so "lean and ill-fed a piece of pimenter" as the Bishopric of Edinburgh—one, too, which offers no advantages or attractions of any sort or kind to so distinguished a man as Dr Liddon? It is almost as impudent to ask Canon Liddon to succeed Bishop Cottrell, and the authorities of the Scottish Episcopal Church certainly cannot be congratulated on the course they have adopted. It reminds one of Lord Grey's order of the Attorney-Generalship to Brougham.

The *Shih-Pao* says that when the Hui Kuan Yamen, or Naval Department, was first established at Peking, there were many applicants for office, but those who succeeded in obtaining employment, resigned their posts before the expiration of a month, on account of the very small salaries which were offered to them. Those who have lately joined the service are said to be men of inferior ability, and the Editor of the *Shih-Pao* thinks that more money ought to be provided for the expenses of this important Department, in order to obtain the services of competent men. At present, the salary of the messenger is only Rs. 30.00 per month, and a military officer of the second degree who was recommended for the service of that Department, was offered Rs. 100 per month. This is the inconsiderate Chinese policy, I think, and it causes me to wonder whether, however, that the Manchu Tsung-tien respects China, and takes charge of this Department, as he will adopt more or less of the European methods of management.—*Chung-tai*.

We learn from *Truth* that the first serious attempt to give London a new theatre was to be made by Mr. William Holland at the Albert Hall on Saturday evening, the 19th May. In the grounds attached to the Palace, the previous theatre has been removed, remaking one of the old days at Vauxhall or the Surrey Gardens. The entertainment was to consist of operatic selections and spectacular pieces, with elaborate ballets as at the Alhambra, where smoking and the drama are as much appraised. Should the summer be fine, Mr. Holland's electric-lighted open-air theatre should prove as attractive as the South Kensington show, with the additional advantage that the lights are not turned out at ten o'clock. In order to attract colonial and other visitors, a choral ode was to be written by Mr. Clement Scott, called "Our Empire," in which Britannia welcomes to England the representatives of the English colonies, and therewith they indulge in characteristic dances.

The *Shanghai Courier* lubricates thus:—We hear the French have obtained several contracts for building bridges in Tientsin, against English, German, and, we believe, also against American interests. It is said that they attempt to get "the thin edge of the wedge in," by underbidding all other nationalities: we wonder of what quality the commodities supplied by them must be! It is very amiable of the French syndicate to be so condescending to their late Chinese enemies! We also hear, that they are trying hard to supplement the Krupp guns, which inflicted such a terrible licking on the French during the Franco-German war (China) by the de Bange guns. Perhaps they consider that it would be more convenient for themselves, in a future war with China, to be opposed to guns of their own manufacture, than to their old acquaintances of 1870-71!—The Krupp shooting iron! We wonder whether the reported liberality of the French syndicate at Tientsin, in distributing valuable presents (*trubrées*) amongst influential Chinese, can be true; very much astonished we should certainly not be, if such were the case. Will English and German merchants have the good sense to stand shoulder to shoulder in the commercial contest, like the allies of old in the strife of Waterloo?

A daily paper gives the following account of a singular shipwreck from the lips of Captain White, of the brig *Ada L. White*, which was abandoned and lost on her recent voyage from Rio Janeiro to New York. The vessel left Rio on December 10th, with 12,245 bags of coffee on board. The voyage was without incident until the brig was off Jamaica, when a gale came howling from the north-west and lasted for three days. But it was several days later, when 160 miles out, in sight of Hispaniola, that the great storm which wrecked them was encountered. The waves ran high; the wind blew almost a hurricane, and lashed the ocean into foam; wave after wave broke over the ship, and finally enough water got below to wet the cargo. Then the coffee began to swell, the bags burst, and more water gushed in. The coffee which was forced out of the open sacks floated into the pumps and soon disabled them. It was now impossible to reduce the water in the hold. Meanwhile the fury of the storm increased, and the sea was terrible to behold. In the midst of these scenes of peril a new and terrible danger appeared. Because of the disabled pumps, which were choked with coffee, the 11,000 bags of coffee became completely saturated, and the whole mass rose like yeast. With shock that struck the vessel to her centre, the decks burst open with a crash of thunder. The hatches were wrenched off as if they were but paper, and great seas came in the vessel, which admitted the sea in torrents. All hope was gone lost. Nothing was to be done but leave the ship as speedily as possible, for she was already settling in the white waters.

The *Cards of the Suspended Lukong*. The trial of Cheung Yung Tin, who was arrested by Hung Kang, P.C. 195, in the Yat On Club in Gough Street, on the 11th ultimo, at the time of the riots, and who was charged with entering house No. 3 Kau Fuong, with intent to commit a felony, and being armed with a deadly weapon, was resumed yesterday. It will be remembered that this man was originally charged with being concerned in the riots and with being a member of the Triad Society; and also that the conduct in the wine-box of the lukong who made the charge, during another trial in connection with the riots, was severely commented on by the Magistrate, and that it was believed there were other suspicious circumstances connected with the lukong's behaviour. If some of the witnesses who gave evidence yesterday were telling the truth, the lukong has not only been guilty of falsehood, but also committed more serious offences. Mr. Wilson, from the office of Messrs. Winton & Deacon, appeared for the defence; and Inspector Matheson was in charge of the case.

After evidence had been given by Acting Sergeant Duncan McDonald as to the charging of the man, and the locality where he was chased and arrested, evidence was given by Ching Tsi, a cook in house No. 3, Kau Fuong, and his mistress which corroborated that given by the lukong, etc., that the defendant had, in the house from the roof, threatened the cook with a sword if he called out, and that the Lukong then chased the prisoner along the roofs of the houses.

The evidence for the defence was given by Chan Chak Poh, a compadre to the Yat On Club, when suddenly a man came and knelt before him and asked to be saved. He did not know who the man was, and he did not know if he was the defendant. He told the man to go away, but the man said some one was beating and cutting him, and then witness said:—"If you are a fighting man, it does not matter, but if you are a thief I must look over it." Immediately after, he saw the Lukong and another man on the roof of a neighbouring house, and he asked them what they wanted. The Lukong then went down off the roof and came into the club and seized the stranger, beat him with his truncheon, dragged him into the room and there beat him again with his truncheon and a revolver. The Lukong said he beat the man because he would not allow him to search him. The man was searched latterly, and nothing was found on him. If the Lukong said he followed the man to the verandah, he said what was false. On the 13th instant, the Lukong came to witness at the Club, and threatened if witness gave evidence in the case he would stab him to death. He also, on another occasion, in the presence of Mr. Wilson and his clerk, said: "If you withdraw the charge, I will pay your legal expenses." Before he threatened witness, he asked for a loan of \$200. Witness said he was now afraid of being stabbed.

Lau Sui Sam corroborated the last witness' statements as to the unnecessary beating in the Club.

In all the evidence to be given on either side, and the case was remanded until to-morrow, when no doubt the magistrate will give his decision.

A note for Good Templars.—When may people be said to wallow in beer?—When they lay in a barrel.

AS ANGLOPHOBES OF THE FIRST WATER, named M. Henry Tell, who has been favouring French audiences at the Salle des Concerts with his peculiar views of English life-gathering, like those of many of his fellow-countrymen, from a brief sojourn in London, has at last secured the ire of some English residents in Paris. For a long time M. Tell had been allowed to hold forth unopposed, and to ride his favourite hobby without a check. On Wednesday, however, he met his match in Mr Albert Vandam, who attracted a large audience to the Salle des Concerts to hear his impressions, as an Englishman, of Parisian life and manners.

M. Vandam, who spoke excellent French, although he excused his inability to lecture in academic style, drew a humorous if rather too naturalistic picture of French social institutions. Beginning with the landlords he hinted that if they insisted through their concierges upon cleanliness being maintained in their houses they should first of all allow their housekeepers to have accommodation for tails. The lecturer then dealt a blow at that domestic tyrant, the concierge, and advocated the dismissal of all the male and female janitors who lord it over householders and lodgers, so omnipotent a master, Mr. Vandam then told some amazing anecdotes to illustrate the difference between the French and English modes of concluding marriage, educating children, and so forth. He concluded with some sound advice to Parisians like M. Henry Tell, whom he counselled to go over to England and study English life like Taine, Macaulay, Carlyle, and other Frenchmen who discarded generalities and local偏見 in their broad yet accurate estimates of British society. Mr. Vandam was frequently ap-

plauded, even by the French members of his audience, and announced that his "conference" was only a preliminary one.

THE CHEMIST AND DRUGIST of the 8th May has the following paragraph regarding the collection of drugs and the herbaceous sent by Dr. Rowell to the Colonial and Indian Exhibition.—Before closing this report we desire to draw attention to the Straits Settlements drug exhibit, which is almost a duplicate of the Hongkong exhibit, prepared by Dr. T. Irvine Rowell. With this an excellent collection has been sent. We have not permitted its exhibition, but we may state, for the benefit of those who are interested in such specimens, that they may be seen by making application to the Commissioner.

We are sorry to note from late Home papers that Mr. Gibbons has got into trouble once more, this time in Jamaica, whether he went as District Judge in 1882. He appears to have been dismissed from his post by the Governor of Jamaica (Sir Henry Norman), and he has appealed against this stop. What the merits of the case may be, we are not in a position to state, an appeal from a decision by Mr. Justice Field in Chambers being the stage at which we first hear of the matter. Plaintiff claimed that particulars as to cause of dismissal should be given; and the matter was heard before the Lord Chief Justice and Lord Justice Bowes on the 27th May. From the London Standard of the following day we give the following brief report of the proceedings:

This action was brought by Mr. H. E. Gibbons, a barrister, against Sir Henry Norman, Governor of Jamaica, for having wrongfully, maliciously, and without reasonable and probable cause dismissed him from the position of District Judge in that Colony. The defendant pleaded that the plaintiff was liable to be dismissed by him on account of his conduct on sufficient cause appearing, and he said further that he did dismiss him in the exercise of his disciplinary power, on sufficient cause to his Privy Council. The matter now came before the Court upon an application, by way of appeal from Mr. Justice Field, at Chambers, on behalf of the plaintiff, to afford to the defendant should be ordered to give particulars as to the grounds upon which he had dismissed the plaintiff. Mr. B. Birth and Mr. Philip Stern appeared for the plaintiff, and Mr. Danckwerts for the defendant. In support of the application it was contended that the plaintiff was entitled to these particulars, as at the trial, witness might be put in the box to prove facts of which he knew nothing, and which he might be unprepared to contradict. On the conclusion of the arguments the Lord Chief Justice said that in his opinion the application must be refused. The plea that the Plaintiff was liable to be dismissed by the Defendant in his absolute discretion on good cause appearing was a sufficient defense if the discretion was exercised bona fide, and the other plea was immaterial and unnecessary; and therefore must be struck out. The plea would remain which in substance of the ratepayer, who cannot understand, and can hardly be expected to approve, the rate at which the money goes, by showing what the hulls of the ancient and modern vessels cost relatively per ton. This would exclude the items of special outlay, would permit a comparative estimate sufficiently close to arrive at, and would thus enable us to say where we are, and the true rate at which we are spending in this department of the national service. The discussion about to follow is intended for the troubles it will cause.

The treaty ought to be made, but greater care is necessary. If your Government dedicates this advice, it will soon repeat it. Such are the words I wish to say to you, it is for Your Majesty to see if they are right or not.

Commenting on the memorial, the *News* says:—This was about two months before the negotiations between Russia and Corea for a Treaty of Commerce were entered on. The Editor of *L'Echo de Shanghai* says he is authorised to guarantee the fidelity of copy, which has been furnished to him by a correspondent in Japan. The memorandum is of great interest as showing how thoroughly the Vicerey was determined to keep up China's control over Corea, even two years ago when the latter had been allowed to make treaties as an independent state, and how carefully H.E. Li kept his eyes open to all that was passing on the frontier of Corea and Siberia. The distrust of Russia evinced was very characteristic as are the hints that Russia is not really asking for trading facilities, and that stronger nations always treat the weaker with injustice. At the same time, says the cautious Vicerey, you must make a treaty now you have allowed negotiations to commence, but you must be very careful to have a clever negotiator on your side, and to put off the consideration of details as long as possible.

THE WAR-SHIP OF THE FUTURE. Our naval authorities acted with prudence when they decided to be contented further in the direction of gigantic war-ships than is represented by the *Irreversible* type. The *Broad Arrow*, during several years, consistently attacked the policy of building enormous ships which was then strongly advocated in many influential quarters. The subsequent increase in the speed and efficiency of torpedo-boats has served to render certain that what before was only probable, and now scarcely anyone is found to argue in behalf of large and costly armoured clad ships. On the contrary, there seems now a danger of an illogical reaction setting in the opposite direction, so that it becomes necessary for us to pause and inquire regarding the safest and best shipbuilding policy for this country to pursue. There are some who strongly advocate stopping the construction of armour-clad vessels altogether, and of depending wholly for our defence upon torpedo-boats and swift unarmoured cruisers. Even at the Admiralty this view of the case receives some encouragement. It will be remembered that, in his speech on the Navy Estimates, Mr. Hibbert the Secretary to the Admiralty stated that the *Nile* and *Trafalgar*, for which votes were asked, would probably be the last large ironclads built for this country. Probably Mr. Hibbert did not mean to imply that armour-clad vessels would no longer be required by the Royal Navy, having regard to our present experience and knowledge; but referred only to the thoughts which were passing through the minds of naval experts, and to the teachings of recent experiments with naval squadrons. These latter do undoubtedly point to the diminished relative value of heavily armoured and armoured ships, and suggests that greater fighting power can be obtained for our money by spending a large proportion of it at least upon the instruments of torpedo warfare. For defensive purposes the torpedo is almost unassassable, provided it is used in a broadside or harbour and employed against an attacking force. Had the Egyptians been supplied with torpedoes, and a proper defence of Alexandria been previously organised, it could have been impossible for one fleet to have bombarded the forts as it did, without having a mosquito squadron of its own to ward off the attacks of the enemy's torpedo-boats. The necessity for providing ourselves with the best means of employing the torpedo against our possible enemies has, happily, long been recognised by our naval authorities, and we do well to keep fully abreast of every development in the construction and use of that weapon. But we do not believe that there is no longer any work for the gun to do, and, acting under that idea, we must provide ourselves with ships fit to carry the light and efficient and works of ordnance.

As the frontier between Corea and Russia continues to be the right the Chinese frontier separates the two frontiers!

—As far as 20 ft from the mouth of the river T'ouen the left bank is the Russian frontier, and the right the Chinese frontier.

2nd Q.—Since the frontier between Russia and Corea is 20 ft from the mouth of the river, is it necessary to establish commercial relations on that frontier?

A.—If the frontier extended 1,000 ft, it would certainly be well to establish commercial transactions as they are a source of wealth to the people; but the frontier only extending 20 ft is the coast trade offices and frontier transactions need not be authorized.

3rd Q.—If Russia tried to force her projects by arms on the frontier what would you do?

A.—As the treaties recently signed between Corea and other countries are commercial ones only, if Russia tried to force a treaty with her she would be in the wrong, and the other treaty powers have authority to decide who is in the right.

4th Q.—Have the Russians any object in trying to establish relations on the frontier, or not?

A.—Commerce between Russia and Corea is so small, Russia certainly has another object in view.

5th Q.—Can easily see the disadvantages following their project.

A.—It is difficult to say, but the lecturer is right.

6th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

7th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

8th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

9th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

10th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

11th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

12th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

13th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

14th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

15th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

16th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

17th Q.—What is the chief risk?

A.—The chief risk is that the lecturer is right.

18th Q.—What is the chief risk?

For Sale.

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE,
Quarts \$20 per Case of 1 doz.
Pints \$21 " 2 "
Dubes Frères & Co's
BORDEAUX CLARETS AND
WHITE WINES.

Baxter's Celebrated 'Barley Tree'
WHISKY, \$7 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
July 18, 1886. 1187

FOR SALE.

CRAIGIEBURN—MOUNT GOUGH.

THIS desirable RESIDENCE is situated on one of the very best positions on the whole hill-side, and there is room for additional building.

The house is very strongly built—partly of concrete blocks, and partly of brick on granite basement. It contains seven rooms, besides dressing-rooms, bath-rooms, etc., and two drying-rooms. The front veranda is more than a story high, and the house as at present—or enlarged as it might easily be—is suitable for a summer Club or Hotel. There are two lawns—one in chunam and one in grass.

Possession may be had by arrangement, and the furniture, if desired, may be taken at a valuation. Two-thirds of the purchase money may remain on mortgage at 7%.

For further particulars, apply to
LANE, CRAWFORD & Co.
Hongkong, May 18, 1886. 986

INSURANCES.

Lancashire Insurance Company.

(Fire and Life.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. not premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of Business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Agents.

Hongkong, July, 1885. 1234

THE STRAITS INSURANCE COMPANY, LIMITED.

Occidental & Oriental Steamship Company.

TAKING GROSS AND PASSENGERS TO JAPAN, THIS UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 26, 1882. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., Agents.

Hongkong, January 1, 1882. 14

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR Runs Daily as a Ferry Boat between Pedder's Wharf and Tsim-Tsa-Tsui at the following hours—This Time Table will take effect from the 15th April, 1886.

WEEKLY.

MONDAY. TUESDAY. WEDNESDAY. THURSDAY. FRIDAY. SATURDAY. SUNDAY.

6.00 A.M. 7.00 A.M. 7.00 A.M. 7.00 A.M. 7.00 A.M. 7.00 A.M. 7.00 A.M.

8.00 " 8.00 " 7.30 " 8.00 "

8.50 " 9.00 " 9.00 " 10.15 "

9.40 " 10.15 " 10.30 " NOON.

10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.20 " 3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.15 " 4.30 "

4.15 " 4.30 " 4.45 " 5.15 "

5.10 " 5.25 " 5.40 " 5.45 "

5.35 " 5.40 " 5.55 " 5.55 "

5.55 " 5.15 " 5.45 " 7.00 "

6.45 " 7.00 " 7.15 " 7.15 "

* There will be no Launches on Monday and Friday, on account of working.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of absence of weather, the notices will be given by any newspaper.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on SATURDAY, the 3rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare, if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Weight will be received on board until 4 p.m., the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 12, 1886. 1155

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAO PAULO.

MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLE, AND PORTS OF BRAZIL AND LA PLATA.

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